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BRIEF VIEW

OF

THE SYSTEM

OF

INTERNAL IMPROVEMENT

OF THE

STATE OF PENNSYLVANIA;

CONTAINING A GLANCE AT

ITS RISE, PROGRESS, RETARDATION,—THE DIFFICULTIES IT UNDERWENT,—ITS PRESENT STATE, AND FUTURE PROSPECTS.

BY A PENNSYLVANIAN.

PHILADELPHIA:
PRINTED BY LYDIA R. BAILEY,
June 13*th,* 1831.

[GRATUITOUS.]

☞ Just as the title page of this pamphlet was about to be put to press, it struck me that a few words might not be improper or unseasonable on the subject of the applications from Baltimore for permission to continue her rail road from the northern boundary of Maryland to York-Haven. As soon as the Columbia rail road is finished, the state of affairs between the rival cities, Philadelphia and Baltimore, will be entirely changed. It will not then be in the power of the latter city, as her citizens boasted, not long since, "*to make all our efforts tributary to their views*"—they can no longer hope, that we "*cannot make a foot of canal or railway, or erect a bridge, which shall not necessarily lead the trade and commerce upon it to their door.*" We will then be able to enter into a fair competition with them—and to avail ourselves of the advantages which our extensive capital, our industry, our enterprise, and our mercantile character afford. And it appears, that not only the comity due from one state to another—but the claims of the citizens of our southern counties who cannot participate directly in the advantages of our improvement system to the extent to which their population entitles them, demand the adoption of this measure. Let those citizens, therefore, as soon as the Columbia rail road is completed, have their choice of two markets. Let us magnanimously say to Baltimore, as we may then say with propriety and safety, with Sterne—there is room for us both—for Baltimore, as well as for our cherished City, Philadelphia.

June 13th, 1831.

N. B. The sum of 2,158,000 dollars stated in page 31, as the expense of the Lehigh navigation, includes all the disbursements of the Company for canal, rail road, &c. &c.

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PREFACE.

It may, I presume, be taken for granted, that there is scarcely a person in the state, of ever so moderate an intellect, who entertains any doubt of the utility of those internal improvements, whereby the intercourse between different parts of a country is facilitated—natural barriers are broken down—and whereby distances of two, three, and four hundred miles do not interpose as much difficulty or delay in communication, as, without them, arises from distances of fifty or sixty miles. Before the turnpike was constructed from Philadelphia to Lancaster, the travel was regularly two days—and often three; whereas, the mail now travels from Philadelphia to Pittsburg, nearly five times the distance, in three days and a half: and, were there a rail road, it would require but forty-eight hours. But while these advantages of internal improvements are too striking and too palpable to escape the notice of the most superficial observer, it is nevertheless true, that all the great attempts to effect them in this country, have met with formidable opposition, and been carried with very considerable difficulty. The most important have been those in New-York, in Ohio, and in this state. The extreme difficulty that attended the last, is detailed in the following pages. The fierce opposition in New-York, is a matter of public notoriety,—that which took place in Ohio, was equally violent, but not so generally known.

At present, even among those citizens, who are decidedly favourable to internal improvements, there are some who are alarmed at the very heavy debt incurred; who doubt whether the results will justify that debt—and are apprehensive, that the sanguine calculations made on the subject, will never be realized.

These doubts are fostered by some of the papers in several parts of the state, particularly in those which, from their locality, cannot immediately, although they must ultimately, partake in the advantages of the system. The editors of those papers make it a sort of article of impeachment against citizens to have had any agency in promoting the success of the mighty measure.*

The number of persons who thus regard the system with an evil eye, will probably be considerably increased, by the taxes imposed at the last session of the legislature, for the purpose of providing for the payment of the interest on the canal debt. Unaccustomed as our citizens have been for so many years to any state tax, it cannot be difficult to make them regard with decided disapprobation, a system, however beneficial in prospect, which has rendered necessary a recourse to that obnoxious measure. Present evils, real or imaginary, are too often regarded as outweighing remote advantages, of ten-fold magnitude. As misrepresentation is abroad on the subject, it cannot be an unacceptable service to present a fair unbiassed view of the rise and progress of the system—of the difficulties it had to encounter—of its escapes from being prostrated by its opposers—of its present situation—and its future prospects.

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* "If the Philadelphians have persuaded themselves that they "are not the original projectors and persevering supporters of "the canalling system, let them but consult the files of their "papers, the archives of Carey, and the host of others, who "dealt out their figures and their fancy in progressive numbers— "and the tomb-stone of Lehman, and be re-assured of the fact.

"There is no portion of Pennsylvania that better deserves to "drink the cup of taxation to its very dregs, than the city of "brotherly [*self*] love."—*Chambersburg Repository.*

This I have attempted, in the following essays; with what success the reader must judge. That they are free from error I cannot flatter myself, from the difficulty I found in collecting materials—but I hope there are none that can materially militate against the object in view, which is, to tranquillize the minds of those who, not having weighed the subject in all its bearings and aspects, are apprehensive of a disappointment of the splendid results calculated to flow from the system, and who therefore incline to the opinion that the expenditure has not been fully warranted.

I trust it will appear, that the results which may be anticipated with the utmost confidence, are so brilliant and magnificent, so pregnant with incalculable blessings to the state, as to justify the entire expenditure, if the tolls went no further than to keep the canals and rail roads in repair, after paying the mere expenses of collection. But to what a high degree must our approbation of the system rise, when we look forward with confidence, to the tolls not merely defraying all expenses, paying interest regularly, creating a sinking fund, by which the debt shall be paid off in from ten to fifteen years, and then furnishing a fund for the support of government, for a general system of education, and for the further extension of internal improvements! Such results are as certain as any events in the womb of time. The situation of the canal funds of New-York (see pp. 22 & 23) removes all doubt on this subject.

Some discrepancy will appear between the estimate in p. 26, of 400,000 tons of coal arriving in this city in some years hence, and that in p. 34, where the whole of the downward freight is estimated at 300,000 tons. The difference arises from the circumstance, that in the one case the whole amount of coal to be received in this city, is taken into view, as well what is to come by the Schuylkill navigation as by the state canals; whereas, in the other, reference is had merely to the freight on the state canals, on which tolls are to be collected for the benefit of the state treasury. The latter estimate is unquestionably too low, and ought, I believe, to have been rated at from 4 to 500,000 tons—but I was really afraid to venture it, lest I should be regarded as a visionary.

The calculation of receiving 400,000 tons of coals annually in a few years, will appear reasonable, when it is considered that the quantity which came to the city by the Schuylkill navigation in 1829, was more than double what was received in 1827—the quantity received in 1830, was nearly double that in 1828. The quantity received in 1830, having been 98,984 tons, it is obvious, that a similar increase will, in a few years, probably even by that channel, reach the amount calculated on for the whole supply from every quarter.

In order to duly appreciate the beneficial effects of internal improvements, it is only necessary to cast a retrospective eye on the situation of the two states of New-York and Pennsylvania, previous to the effective commencement of their canals, and to contrast it with their present situation. Few contrasts are to be found more strong and striking.* Let it be

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* The following is an appalling picture of the situation of Pennsylvania in 1820, as drawn by a joint committee of the legislature.

"A general suspension of labour, the only legitimate source "of wealth, by which *thousands of our most useful citizens are "rendered destitute of the means of support, and are reduced to "the extremity of misery and despair.*

"*Ruinous sacrifices of landed property at sheriffs' sales*, where-"by in many cases lands and houses have been sold at less than "a half, a third, or a fourth part of their former value, thereby "*depriving of their homes and the fruits of laborious years, a vast "number of industrious farmers, some of whom have been driven "to seek, in the uncultivated forests of the west, that shelter of which "they have been deprived in their native state.*

"An almost entire cessation of the usual circulation of comobserved, that I do not pretend that the whole of the difference is owing to this cause. Far from it. But I do contend that the greater portion of it may be fairly traced to this source. The mere circumstance of the expenditure of the large sums of public money within the two states, amounting to 25,000,000 dollars, must have had a powerful effect in producing the change. To this is to be added, the various markets opened from time to time as the

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"modities, and a consequent stagnation of business, which is "*limited to the mere purchase and sale of the necessaries of life*, "and of such articles of consumption as are absolutely required "by the season.

"*The overflowing of our prisons with insolvent debtors*, most "of whom are confined for small sums, whereby the community "loses a portion of its active labour, and is compelled to *support* "*families by charity, who have thus been deprived of their pro*"*tectors.*"

I likewise annex a view of the situation of the State of New-York about the same time, drawn by Samuel M. Hopkins, Esq. formerly one of the judges of that state.

"We have probably four or five hundred thousand dollars of "annual interest accumulating against us, of our land debt—ex"clusive of our commercial debt. And so totally has money "disappeared, that it may be doubted whether there is in this "district enough to pay the interest on the amount of interest. "We may be said to have but three articles of any moment for "exportation—namely, flour, cattle, and potashes; and as far as "I know, the depression in the prices of these is without a pa"rallel. Last year we talked of the difficulty of paying for our "lands. *This year the question is how to exist. The struggle is* "*not now for property.—From this time onward we shall have to* "*contend for clothing, and a few other necessaries, without which* "*we must become a miserable, and I fear a barbarous people.*

"The cities are eating up their capital; the country is wearing "out clothes, without sufficient means to get new ones, either "by manufacture or purchase. Meantime our importations go "on. Specie is plenty in a few hands—but the country at large, "though overflowing with the abundance of its products, has "nothing with which to buy money—*and all the ordinary pur*"*suits of life are palsied for want of a medium of exchange.*"

canals advanced—and the enhancement of the value of lands, and of the price of their productions, all of which, being the consequence of the improvement system, must have mainly contributed to produce the exhilarating result.

There is one point of view in which this subject is not generally considered, but which is, neverthelesss, highly important. Had our efforts to establish a system of internal improvement been defeated by its enemies, as was, at one period, highly probable, a large portion of the extensive trade which we have already secured, and which we shall secure from year to year, would fall to the share of our enterprising neighbours, of New-York and Baltimore. Some idea may be formed of the immense extent of the ultimate advantages of the system from its beneficial effects, (while it is yet, as it were, in its infancy) in the City of Philadelphia, the heart of the commonwealth, which, through the various arteries, sends the life-blood to its remotest extremities, and furnishes nine-tenths of the revenue for the support of the state. Since the completion of the Union, and the Chesapeake and Delaware canals, and the partial completion of the state canals, real estate has risen here from 10 to 30 or 40 per cent.—the former in those parts of the city remote from business, and the latter in the business parts.

The commerce of the port has experienced an increase almost unprecedented. The number of vessels that arrived in 1827, was only

1789—whereas in 1830, it was no less than 3702. There are from 1000 to 1250 houses erected annually, all handsome, and many splendid—which are, without exception, tenanted when finished, and most of them engaged as soon as the foundations are laid. Further: there have been within the last three years, probably 200 dwelling-houses converted into stores, in addition to the incredible number of new stores erected. When such is the result of the system at this early stage, the mind can hardly grasp the magnificent prospects that we may confidently anticipate when it is completed, as it will be, in 1832, so far as the laws warrant, and so far as contracts are made. *"So mote it be."—Amen.*

I have repeatedly mentioned the state *canals*—although I know well that the legislative denomination is the Pennsylvania Canal. But it is a perfect misnomer—a misnomer which ought to be corrected—to style so many different canals, running in such various direction, one single canal.

Philad. June 13th, 1831.

INTERNAL IMPROVEMENTS.

"*The time will come when Canals shall pass through every vale—wind round every hill—and bind the whole country in one bond of social intercourse.*"—Fulton's Letter to Gov. Mifflin.

No. I.

Attempts are being made in some of the country papers to depreciate the system of internal improvement, and to bring it into disfavour with the public, on account of the large sums expended, the heavy debt incurred, and the taxes lately imposed to complete it. The same means are used to disparage those citizens who took an active part in promoting and insuring its success. Death, which has deprived us of Dr. Lehman,—the unwearied and successful advocate of the system,—one of the most faithful representatives ever sent by Philadelphia to the legislature—has not sheltered him from pointed censure.

It is due to this great cause, and to its advocates and supporters, to place it fairly before the public, on the ground of its intrinsic merits, without exaggeration or undue colouring, (which its defenders may scorn, relying on plain, undeniable facts,) in order to enable our citizens to appreciate it correctly, and to decide on the justice and propriety of the attacks to which it has been exposed;—how far the expense has been justified;—and how far its ultimate advantages are likely to compensate for that expense.

In pursuance of these objects, I shall present a brief view of its rise and progress—its present situation—and its future prospects. The last are to be deduced from the results of similar undertakings, principally of the Erie and Hudson Canal.

This is an investigation in which the great mass of our citizens are deeply interested. Should I be able to make it appear, that there is that high degree of probability, amounting as nearly to certainty as the nature of the case will admit, that the sanguine expectations of its advocates will be realized, every person interested in the prosperity of the state ought, so far as may be in his power, to support it to its final completion, and discountenance all attempts to arrest its career, or impair the public confidence in the undertaking.

The advantages to be derived from opening a navigable communication between the Delaware and the Schuylkill, the Schuylkill and the Susquehanna, and the Delaware and the Chesapeake, early attracted the attention of enlightened men in the colony of Pennsylvania. The American Philosophical Society, in 1769 and 1770, appointed Committees to explore and survey the country between the Delaware and the Chesapeake—and the Legislature ordered similar explorations some time later, of the country between the Delaware and the Susquehanna, with a view to opening an artificial communication between them. But the formidable nature of those objects, their novelty in this country, and still more the intervention of the revolutionary war, prevented the adoption at that time of any effectual measures for the attainment of those inestimable improvements.

At length, in the year 1790, a number of public-spirited citizens, among whom Robert Morris, (the financier of the United States, to whom the nation was so largely indebted for procuring the ways and means in "those times that tried men's souls") David Rittenhouse, Samuel Meredith, Walter Stewart, Benjamin R. Morgan, William Bingham, Rev. Dr. Smith, John Nicholson, Robert Hare, Levi Hollingsworth, Jonathan Bayard Smith, and James C. Fisher, took the lead, entered with zeal on the business of internal improvement; and in 1791, procured charters for two companies, one to cut a canal from the Delaware to the Schuylkill, and the other to cut one from the latter river to the Susquehanna.

Considerable difficulty and delay occurred in procuring acts of incorporation for the Chesapeake and Delaware Canal Company, as it depended on three states, between which some jealousies existed on the subject. But at length Maryland passed an act for the purpose, December 13th, 1799; Delaware, January 28th, 1801; and Pennsylvania, February 19th, same year.

HAMILTON.

Philad. May 20th, 1831.

No. II.

These magnificent projects, worthy of the influential citizens by whom they were conceived and advocated, and of the powerful state by which they were to be carried into operation, were defeated, partly by the want of public spirit among our capitalists, but chiefly by the vile spirit of speculation, one of the greatest curses that can befal a nation. They were ushered to the public not long after the enormous speculations that had taken place in the public securities; in the stock of the Bank of the United States; and in the public lands, after the organization of the federal government; by the two first of which, princely fortunes were realized by most of those who had engaged in them; and by the last of which, equally large fortunes were anticipated. It was absurdly believed, that canal stock would rise in the same manner as the other stocks had done, and that of course it would afford an opportunity of making money. Hence there was as great a struggle for an opportunity to subscribe, as we have recently witnessed in the case of rail-road stock. In consequence, a large portion of the shares were subscribed for by persons who not only never contemplated, but were wholly unable, to pay up the remaining instalments. Their object was to sell out immediately, at whatever advance might take place. But they were grievously disappointed. There were no purchasers; so that, far from making money, they forfeited their first instalments. Attempts were made to enforce the payment of the remaining instalments, from those who were able to pay. Partial success attended this proceeding. But it was at length abandoned, and the project was defeated, so far as regarded the communication between the Delaware and the Schuylkill, and between the latter and the Susquehanna.

These Companies were kept alive by Charles Paleski, by convening meetings of the members, and having officers and managers appointed, until the year 1821, when, by an Act of the Legislature, they were united under the title of the Union Canal Company, which lingered in a state of comparative inactivity for several years; but at length, after encountering various difficulties and discouragements, the Union Canal was completed, and a communication opened in May, 1827, between Reading and Middletown, distance 71 miles.

To the stock of the Chesapeake and Delaware Canal, there were about 358,000 dollars subscribed, of which only 103,000 dollars were paid in. This was chiefly expended on a feeder, about five miles long, of which no use has ever been made. Some difficulty was experienced in the collection of the remaining instalments, in consequence, I believe, of imperfections in the acts of incorporation; and hence this important object was abandoned, after two or three years, and lay entirely dormant for nearly twenty years.* At length, the noble example set by the state of New-York, in the Erie and Hudson Canal, aroused the energies of our citizens, which had been so long, as far as regarded canals, entirely torpid. Zealous efforts were successfully made to revive the Chesapeake and Delaware Canal Company. Liberal subscriptions were raised among our citizens in the course of a few weeks, in the year 1822, to the amount of 425,000 dollars. The state of Pennsylvania subscribed 100,000 dollars, (a bonus of the Philadelphia Bank for the renewal of its charter)—the state of Maryland, 50,000 dollars—the state of Delaware, 25,000—and the United States, 450,000 dollars. Operations were in consequence begun, under the acts of incorporation which, as I have stated, had been procured from the states of Pennsylvania, Maryland, and Delaware, through which the canal was to run. The first spade was put in the earth on the 15th of April, 1824, and the magnificent work was completed on the 17th of October, 1829. The expense was 2,200,000 dollars; or about 158,000 dollars a mile. It is 14 miles long—60 feet wide at the top—45 at the bottom—10 feet deep; is calculated for sloop navigation; and passes the craft that ply in the Chesapeake Bay, and in the Delaware River. It is so well constructed, that the navigation has not been suspended a single day by the necessity of making repairs. Since June 4, 1830, 5251 vessels, of various sizes, have passed through.

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* Joshua Gilpin, Esq., one of the early and principal advocates of this project, who devoted a large portion of his time and attention to it, and incurred great expense in its promotion, deserves great credit for preventing the extinction of the charters, by calling annual meetings, *pro forma*, and renewing the board of managers during the whole of this period.

"The original estimate of the board of engineers, was 1,354,364 dollars, and the actual cost 2,201,864 dollars, making an increased expense of 64 per cent., which," say the directors, "probably falls within the average of what works of this kind have exceeded the estimate. A considerable portion of this excess," they add, "was caused by the enlargement and depth of the canal; by the increased size and strength of the embankments and stone walls; by the more substantial and perfect construction of the summit bridge; and by the increased dimensions and improvement of many very important portions of the work. To these may be added the expenses and loss occasioned by an injunction of the chancellor of Delaware, and the cost of securing additional supplies of water on the summit, by the purchase of two water powers."

The spirit spread gradually, and in the fall of 1824, a society for the promotion of internal improvement was formed in the City of Philadelphia, by nearly fifty citizens, who subscribed one hundred dollars each, and received some hundreds of dollars donations from coal companies and liberal individuals.

They employed Mr. Strickland to visit Europe, to investigate the subject of rail-roads and canals, and to procure the best information respecting both modes of transportation, in order that we might avail ourselves of the experience and improvements of foreign nations. Mr. Strickland performed his tour of duty with fidelity, and brought over a great mass of most important information on both the objects to which his attention had been directed.

HAMILTON.

Philad. May 22d, 1831.

No. III.

To promote the great cause, a canal convention was held in August, 1825,* at Harrisburg, at which one hundred and thirteen representatives were assembled, from forty-six counties. After long debates, and very considerable opposition, an address and resolutions in favour of internal improvement were agreed upon.

The opposition was formidable, and embraced some of the ablest men in the state. It was confidently asserted that the measure was impracticable—that the resources of the state were inadequate for the purpose—that it would require an enormous and oppressive taxation, to which our citizens would not submit—that, independent of these reasons, it would, if accomplished, be extremely partial in its operation, as its benefits would be confined to certain parts of the state, while large and important sections would be debarred from them—whereas the burdens must be borne by the whole.

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* It is but justice to state, that the suggestion of calling the canal convention, which greatly accelerated the march of internal improvement, was made by B. Chew, jun. Esq. I do this the more readily, because his agency in the affair has not been generally known. *"Honour to whom honour is due."*

That sectional considerations were the motives that produced this opposition, cannot be doubted. The representatives of those counties not likely to be immediately benefited, strenuously opposed the measure, with all the powers of eloquence. Among the opposition were found all the representatives of Bedford, Cumberland, Franklin, Lancaster, Northampton, Tioga, and York. Berks, Chester, Lebanon, and Lehigh, were divided.

I annex the preamble, and four of the six resolutions agreed to—

"*Whereas*, the great interests of the State of Penn-
"sylvania require that there should be a steady per-
"severance in improving the resources of wealth, and
"strength, and social comfort, which abound within
"her limits: *And whereas*, the time has arrived when
"she is called upon by every consideration of regard
"for her character and standing, as well as for her
"permanent prosperity and happiness, to make a
"vigorous and united exertion for accomplishing,
"without delay, the connexion of the Eastern and
"Western waters: *And whereas*, a distinct and solemn
"expression of the deliberate opinion of the people
"is always of powerful efficacy, and is especially fit

"and requisite upon an occasion like the present, "where an extraordinary effort is necessary for the "common advantage of the whole; the public will "being the only sure authority for the undertaking, "and the best pledge for its energetic and zealous "prosecution: *Therefore*,

"1. *Resolved*, That the improvement of the Commonwealth will be best promoted, and the foundations of her prosperity and happiness most securely "established, by opening an entire and complete "communication from the Susquehanna to the Alleghany and Ohio, and from the Alleghany to Lake "Erie, by the nearest and best practicable route, and "that such a work is indispensably necessary to maintain the character and standing of the state, and to "preserve her strength and resources.

"2. *Resolved*, That the application of the resources "of the state to this undertaking, ought not to be "regarded as an expenditure, but as a most beneficial "investment; for its successful execution will increase "the public wealth, improve the public revenue, and "greatly enlarge the ability of the state to extend her "aid to every quarter where it may be wanted; and "at the same time will encourage industry, create "circulation, extend trade and commerce, enhance "the value of land and of agricultural and mineral "products, and thereby augment the means of the "citizen to promote his own and the public welfare, "by contributions to similar works.

"3. *Resolved*, That all local objects tending to a "diffusive and unconnected application of the public "means, ought, for the present, to yield, so as to allow "an undivided exertion of the public strength in this "great undertaking, which is essential to its speedy "and successful prosecution. For though it be certain, "that whatever may be its location, the benefit will be "most sensibly felt, in the first instance, in the immediate neighbourhood; yet it is also true, that its invigorating influence will pervade every part of the Commonwealth, and, in a short time, its branches will "spread in all directions wherever the bounty of Pro-"vidence has furnished the means of access to the great "channel thus improved; and, encouraged by this "example, new channels will be successively opened "as occasion may offer, or the public exigencies and "the demands of the country may require.

"4. *Resolved*, That we regard with satisfaction, the "efforts of our sister states, to make extended im-"provements, and that, in our opinion, a wise and "liberal policy requires of Pennsylvania, to grant to "them every just and legal facility wherever her con-"currence may be necessary to their successful prose-"cution; and that we have witnessed, with pleasure, "the progress made towards laying out a canal from "the Potomac to the Ohio, as well as the steps taken "by the State of New-York, for forming a connexion "with the north branch of the Susquehanna."

On the first three resolutions, the votes were —87 in the affirmative, and 26 in the negative. The six members from Lancaster voted against all the resolutions. The vote on the last, which was a mere milk-and-water affair, and had no bearing whatever upon the important objects of the convention, was 107 affirmatives, and 6 negatives.

In conformity with the general wishes of the citizens of the state, the legislature passed "an act to provide for the commencement of a canal, to be constructed at the expense of the state, and to be styled the Pennsylvania Canal." It contained an appropriation of 300,000 dollars for the purpose, and was signed by the governor, February 25th, 1826. From time to time, further appropriations have been made, until the whole amount has reached the formidable sum of 13,022,645 dollars.

HAMILTON.

Philad. May 4th, 1831.

No. IV.

There was a radical error committed in the commencement of this great undertaking, which has pervaded our whole career, and produced the most serious ill consequences. It was an error, however, which the circumstances of the case, and the nature of our government, rendered unavoidable. This error arose from a total disregard of the correct views presented in the third resolution, above quoted. The system was moulded by the prevalence of local interests, in violation of the plain dictates of sound policy. We undertook too many great objects simultaneously, which were attended with numerous disadvantages—the progress of the system was thus rendered slow—the completion of any portion of the improvements was procrastinated—the benefit to our citizens, and the receipts of tolls, were greatly delayed, while enormous expenses were daily incurred—the price of labour was greatly enhanced—and finally, the demand for engineers far exceeding the number of those regularly trained, and having the advantage of practice and experience, a necessity arose of employing some citizens in that capacity, who, whatever were their talents, must have laboured under great disadvantage from the want of that experience, for which talents, even of a high order, can rarely compensate.

The true policy would have been to have directed all the energies of the state to one, or at most two grand objects—and to have primarily completed the communication of Philadelphia with the Ohio and the Lakes. Had this course been pursued, this paramount object might have been accomplished a year or two since—and we should now be in the receipt of large tolls, increasing from year to year, sufficient to pay a considerable part of the interest on the several loans. Loans in that case would not have been so rapidly called for—and need not have swelled to their present large amount. The first year after the completion of the Erie canal, the tolls amounted to 521,343 dollars; being about 7 per cent. on the entire canal debt. By proper management we might this year be in the receipt of an equal sum. But however we may regret that this pleasing state of things is not realized, it is consoling to reflect that it is only delayed. It must come, and soon.

But, as I have stated, the circumstances of the case, and the nature of our government, rendered this course impracticable. The various sections of the state, even those in favour of internal improvement, had, as may be supposed, conflicting interests. While all acknowledged, what could not be denied, the paramount importance of opening a communication between the metropolis of the state, and the great world of western waters, the representatives of the different sections could not be prevailed upon to support that grand measure, without a cotemporaneous attention to the interests of their constituents. Hence, to secure a majority in favour of the main object, it was imperiously necessary to provide for a number of minor ones. This course was the more imperative, because there was a minority, respectable in point of zeal and numbers, and formidable by talents, who were hostile to the measure in toto, either from narrow, contracted views —from doubts of the practicability of the measure, on the large scale contemplated—or from dread of the enormous expense with which it must be attended. If to this minority, any, even a small number, of the friends of internal improvement were to be added, who might oppose the system, if their interests were not properly and promptly provided for, the measure, which at best was far from being quite certain of success, would have been inevitably prostrated. It was therefore imperiously necessary to conciliate those members as the sine qua non of success. This is what is vulgarly called "*log-rolling*," the result of a spirit of compromise; and which, unless when employed for the attainment of improper or unjust objects, or dictated by a spirit of faction or intrigue, is often not only necessary, but even perfectly justifiable.

That the compromise which took place was indisputably necessary, is obvious from the fact, that on the third reading of the first bill for the appropriation of the small sum of 300,000 dollars, the opposition, on a call of the yeas and nays, mustered in the Senate 14 to 19. It appears, therefore, that by the alienation of even three friends of the measure, it would have been defeated, possibly for years.

The vote in the House of Representatives on the third reading was 62 yeas and 32 nays. All the members from Adams, Bedford, Cumberland, Franklin, Lancaster, (with one exception) Lehigh, Lebanon, Northampton, Perry, Pike, Union, Wayne, and York, voted against the bill. Berks, Montgomery, Schuylkill, Westmoreland, and Philadelphia County,* were divided.

Another egregious error was committed, for which there is not the same apology. No adequate funds were provided for the payment of the interest on the loans. In some cases, new loans were negociated for that purpose. Hence, the credit of the state suffered severely, and money was sometimes borrowed on disadvantageous terms. This unmanly and discreditable conduct arose from a paltry dread of unpopularity, the imposition of taxes being at all times and in all countries unpopular; and thus the public interest was sacrificed to this unworthy motive.

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* Mr. Heston, one of the members for Philadelphia County, voted in the negative, in opposition to his colleagues, and to the sentiments of his constituents.

HAMILTON.

Philad. May 26th, 1831.

No. V.

The State of New-York had great advantages over us in various points of view. At the commencement of her operations she inalienably appropriated two efficient sources of revenue, the salt and the auction duties, to the payment of interest on her loans. The whole of the energies of the state, moreover, were, under the direction of some of the most enlightened men in the nation, headed by the illustrious Clinton, devoted to one great object, and to a single minor one; while ours were, as I have stated, frittered away on a variety. Moreover, the localities of the route of her canals were incomparably more favourable than ours. On the Erie and Hudson canal of 363 miles, there are but 84 locks, and a rise and fall of only 698 feet. In the middle section of 96 miles, from Utica to Montezuma, there are but 11 locks—there are, I understand, 69 miles from Salma to Frankfort, without a single lock—whereas, in 30 miles of our canal, from Johnstown to Blairsville, there are 30 locks; and in 26½ miles on the Ligonier line to Blairsville, there are 31.

Notwithstanding all the advantages New-York possessed, she was above eight years, from July 4th, 1817, to October 1825, engaged on her Erie and Champlain canals of 435 miles. Whereas the State of Pennsylvania, in four years and a half, from June, 1826, till December, 1830, completed 417 miles of her canals!

The appropriations for all the various objects of internal improvement contracted for in this state, already amount, as I have stated, to 13,022,645 dollars, and will require about 2,500,000 dollars more, making in the whole about 15,500,000 dollars, or about 24,500 dollars per mile. The New-York canals cost about 22,400 dollars. The New-York and Champlain canals of 435 miles, cost on the whole 10,207,237 dollars. The Oswego canal of 38 miles, cost 525,115—and the Cayuga of 20 miles, 214,000 dollars; making a grand total of 10,946,443 dollars, for 493 miles. Our state canals and rail-roads, when completed, will have cost, for 632 miles, as above stated, 15,500,000 dollars.

The following statement exhibits their situation, at the date of the Commissioners' last report, December, 1830. What progress has been made since, I have no means to determine.

	Miles.
From Middletown to Clarke's Ferry, - - -	24
Clarke's Ferry to Lewistown, - - - - - - -	44
Lewistown to Huntington, - - - - - - - -	45
Johnstown to Pittsburg, - - - - - - - - -	104
Amount carried forward,	217

B 2

	Miles.
Amount brought forward,	217
Clarke's Ferry to Northumberland,	40
Northumberland to Nanticoke Falls,	55½
Northumberland to Muncy Ripples,	24½
Bristol to Easton,	60
French Creek Feeder,	20
	417

Canals projected and finishing.

	Miles.	
Huntingdon to Hollidaysburg,	40	
Muncy Ripples to Williamsport,	12	
Nanticoke Falls to Wilkesbarre,	10	
Shenango route,	8	
French Creek route,	6	
Columbia to the Mouth of Swatara,	19½	
		95½
		512½

Rail-roads projected and partly under way.

Philadelphia to Columbia,	82	
Hollidaysburg to Johnstown,	38	
		120
Grand Total,		[*]632½

Hamilton.

Philad. May 28th, 1831.

No. VI.

It now remains to consider what are our prospects of remuneration for the enormous expenditure of public money, and the heavy debt incurred. The subject presents itself to the mind under two distinct points of view—the one as regards the interest to be derived on the capital invested, a consideration befitting a mere merchant, or trader, or capitalist—the other, incomparably more important, has regard to its effects on the happiness, the independence, and the comfort of our citizens—the general prosperity of the state, and the increase of its population, by additional facilities of intercourse between its different sections, opening markets to portions hitherto debarred from them, together with the enhancement of the value of the soil and of its productions. These are the views to be taken by statesmen worthy of being intrusted with the destinies of nations.

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[*] The whole of these canals and rail roads will be completed by the appropriation of the further sum of 2,500,000 dollars, referred to in the preceding page.

As our state projects of the description in question are yet in their infancy, they afford no clue to decide this important question, and we must necessarily rely wholly on the results of similar undertakings elsewhere, as nearly analogous to ours as possible. This is an unexceptionable, indeed the only mode of reasoning the nature of the case admits. If two ships are built of exactly the same size and tonnage, each owned by a different merchant, both loaded with the same cargoes, and bound from and to the same ports, it is fair to presume that the result of the one enterprise will be nearly the same as that of the other. In like manner, two canals passing through countries of about equal average fertility, inhabited by people of similar habits, manners, industry, zeal, energy, &c. will in all reasonable probability afford equal or nearly equal results.

I will assume as postulata:

1. That the State of Pennsylvania is as fertile on the average, or nearly so, as the State of New-York.

2. That our citizens are as industrious and as enterprising, and as prudent as those of New-York.

3. That our salt works will afford more business for our canals, and more tolls than those of New-York.*

4. That we shall derive a large revenue from the tolls on our inexhaustible supplies of coal and iron, wherein we have a great and manifest advantage over New-York.

5. That in proportion as our canals are more extensive than the Erie and Champlain canals—as 632 : 493, our tolls will probably be greater in the same proportion.

6. That the navigation of our canals commences three or four weeks earlier, and continues (the navigation of Lake Erie was open at the Harbour of Erie, this spring, forty days earlier than at Buffalo;) three or four weeks later than those of New-York, at those seasons

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* The whole amount of salt that paid toll on the Erie and Hudson canal in 1829, was only 67,517 barrels. Whereas, in 1825, there was 75,000 barrels made at the Conemaugh and Kiskeminitas salt works—and the quantity has increased annually—and will probably be doubled as our canals are completed.

when business is most brisk—when the transportation of merchandise is most important,—and when that of agricultural productions is most convenient to farmers, on account of the cessation of the labours of the field. This will prove eminently advantageous, and give us a pre-eminence, particularly in the trade to the lakes, as soon as we shall have opened a water communication with the Harbour of Erie.

HAMILTON.

Philad. May 29th, 1831.

No. VII.

New-York did not begin to collect tolls on her canals except on a very small scale, before the fall of 1822, above five years from the time when they were commenced. The tolls were insignificant at first, and seemed to realize the fears, real or pretended, of those who had steadily opposed the improvement from the commencement,—but they have risen steadily till they have finally increased to above a million of dollars in a year.

Canal tolls,	1821,	$ 2,220
	1822,	44,486
	1823,	89,988
	1824,	319,320
	1825,	521,343
	1826,	750,759
	1827,	847,759
	1828,	897,265
	1829,	771,685
	1830,	1,056,922

This, let it be observed, is independent of the expense of collection. Now let us see how the account stands between the state of New-York and the canals, as a mere matter of finance.

Tolls for 1830,		$1,056,922
Interest on debt,	$ 379,695	
Repairs,	211,044	
Sundries,	29,210	
		619,949
Surplus towards sinking fund,		$ 436,973

Thus it appears that the surplus, after paying for collection, interest, and repairs, is actually above 7 per cent. on the present debt!

To that surplus are to be added the duties and other items that accrued last year, appropriated to the liquidation of the debt.

Surplus of tolls for 1830, brought forward,	$ 436,973
Auction duties, 1830,	180,513
Salt duties, 1830,	154,332
Other items, 1830,	40,403
Total surplus for 1830,	$ 812,221

Canal fund for 1830.

Tolls as above stated,	$ 1,056,922
Auction and salt duties, &c.,	375,248
	$ 1,432,170

The following view of the Erie and Champlain fund, from 1817 till January 1st, 1830, must be interesting:—

Canal tolls,	$ 4,244,809
Auction duties,	2,257,449
Salt duties,	1,035,346
Steam-boat passengers,	73,509
Western Lock Navigation Company,	8,738
Rents of surplus waters,	4,103
Canal fund lands,	10,003
	$ 7,633,957

The debt on the New-York canals, was, on the 1st of January, 1831,		$ 7,825,035
Sinking fund as follows—		
Balance in hand,	$ 1,481,475	
Delaware and Hudson Canal stock,	200,000	
Bond of Corporation of Albany,	50,000	
Neversink stock,	10,000	
Total sinking fund,		1,741,475
Nett debt,		$ 6,083,560

It thus appears certain, that the entire debt will be extinguished in six or seven years. There will then be above a million a year of revenue, beyond the expenses of government, (300,000 dollars last year) to be employed in extending the improvements of the state, so that in a few years there may be navigation or rail roads, within ten miles of the domicile of every man in the state. What an exhilarating result of the magnificent policy of a great state!—What a powerful incentive to follow her glorious example! How certain that Pennsylvania will realize a similar state of things in a very few years! What an ample source of rejoicing to the state and to all who aided in the consummation of the noble system!

It is all but absolutely certain, that the New-York tolls in the present year will be at least 25 per cent. beyond those of the last year, as will appear from the following strong fact. The tolls at Albany averaged, during the month of April, 800 dollars a day more this year than the last. They were last year about 1500 dollars daily—this year about 2300 dollars.

The following are the chief articles that reached Albany by way of the canal, in 1830.

Barrels of Flour,	396,900
of Ashes,	25,670
of Provisions,	22,008
of Salt,	42,601
of Whiskey,	28,207
Hogsheads of Whiskey,	1,420
Boxes of Glass,	6,374
Barrels of Lime,	2,404
Bushels of Wheat,	209,011
of Corn, Rye, and Oats,	114,989
of Barley,	182,783
Cords of Wood,	12,976
Feet of Timber,	31,621
Shingles,	11,810,000
Feet of Lumber,	25,832,142

The merchandise transported westward from Albany in 1830, amounted to 39,972 tons.

The difference in the increase of the population of Pennsylvania and New-York, so much in favour of the latter state, may be fairly ascribed to her earlier attention to internal improvement.

New-York, 1820—1,372,812
1830—1,923,522 increase 40 per cent.
Pennsylvania, 1820—1,049,458
1830—1,372,812 increase 22 per cent.

New-York was ahead of Pennsylvania in 1820, only 323,000 souls. In 1830, the difference was 550,000.

HAMILTON.

Philad. May 31*st*, 1831.

No. VIII.

I proceed to deduce, from the important facts above stated, respecting the Erie canal, the prospects the Pennsylvania State Canals hold out to our citizens as a return for their cost.

Assuming, as I have done, an equal degree of fertility for our soil, and equal industry and prudence for our citizens, it is fair to assume, that the tolls of our canals on the productions of our own agriculture—on those we shall receive from our intercourse with the western states—and on merchandise to be transported to the country—will be as much greater than those of New-York, as our canals are more extensive. Therefore,

As 493 miles, the extent of the New-York canals, is to 1,056,922 dollars, the tolls on those canals the last year, exclusive of the expense of collection, so are 632 miles, the extent of our canals, to 1,354,875 dollars, the tolls on ours from the products of our agriculture and from merchandise, at no distant day.

In addition to the articles from which New-York derives her tolls, we have inexhaustible beds of iron and coal, which will afford most important additions to our revenue. New-York is destitute of coal, one of the greatest sources of canal revenue. She, it is true, derives a small supply of iron from the borders of Lake Champlain. But that the amount is insignificant, appears from the fact, that the total tolls of the Champlain Canal, up and down, were last year only 89,053 dollars.

The immense advantages which the coal treasures of this state present to the mind in calculating the extent of the future consumption, are of the most exhilarating character. The quantity consumed in, and exported from this city, last year, was about 140,000 tons—and will yearly increase from the two sources on which we have hitherto relied, to which are to be added, large supplies to be received from various other quarters. It would not be wonderful, if in a very few years, the quantity rose to 400,000 tons, as the prejudices created by the difficulty of ignition, arising from the ignorance of the proper mode of performing that operation, have generally subsided—and it is now advantageously introduced into factories. From a report of the committee of superintendence of New-York, it appears likely soon to become the universal fuel. The committee states, that there are manufactured in that city, "portable furnaces of fire clay, fitted with moveable sheet-iron chimneys, for a dollar and a half each, in which the anthracite coal kindles and burns perfectly. *With one of these and six cents worth of coal per day, one room was made comfortably warm, and all the cooking of a labourer's family performed besides.*" These furnaces, it is obvious, must shortly as completely banish the use of wood fuel from the abodes of the poor, as the splendid grates of Morris & Co. have banished it from the mansions of the rich. Hence will arise a great increase of consumption and of tolls.

HAMILTON.

Philadelphia, June 2d, 1831.

No. IX.

The Edinburgh Review, assuming the population of Great Britain at 15,000,000 souls, estimates the consumption of coals in families and manufactories, at - - tons, 11,000,000
and in producing iron, - - 3,000,000

14,000,000

This is nearly a ton for every individual.

When we reflect on this extent of consumption in Great Britain, and consider the growing population on our sea-board, which at no distant day will probably depend for fuel almost altogether on coal, anthracite and bituminous, —our inexhaustible supplies of both—the few competitors we have—the mind can scarcely grasp the extent of the future demand.

I shall attempt an estimate on this subject, as near an approximation to the probable result, as in my power. With respect to coal, there are some tolerable data on which to form an estimate. The tolls of the Schuylkill Navigation Company last year, were 148,165 dollars, of which 87,195 dollars were received on coal, being about 60 per cent. of the whole. Thus it appears, that coal yielded more than all the agricultural productions brought down—and all the merchandise transported into the country! This striking and important fact affords a delightful prospect for the Pennsylvania canals, on which the produce of so many coal mines will be conveyed. I trust, therefore, that it will not be regarded as extravagant to estimate the toll on coal, on those canals, at 250,000 dollars annually, which is less than three times the amount produced by the coal from Mount Carbon alone.

With respect to iron, there are no such data; but it will be admitted, that the quantity which will come to market, will be immensely great —and that 150,000 dollars is a moderate estimate for the tolls which it will produce.

Let us, therefore, see the probable amount of the whole of our canal revenue.

Tolls on agricultural productions estimated as above, in the proportion of the extent of our canals to that of those of New-York, exclusive of the expense of collection, - - - - - - - - - -		$ 1,354,875
Coal, - - - - - - - - - - -		250,000
Iron, - - - - - - - - - - -		150,000
		$ 1,754,875
Interest on 15,500,000 dollars,	$ 775,000	
Repairs, suppose, - - -	300,000	
Contingencies, - - - -	100,000	
		1,175,000
Surplus towards sinking fund,		$ 579,875

I do not wish it understood, that these estimates are given as for the present year, or even for the next. That they will be fully realized in 1833 or 1834, and will increase from year to year afterwards, as has taken place with the New-York and other canals, little doubt can be entertained, by any man who duly reflects on the subject.

That the tolls will pay the chief part of the interest this year, and the whole next year, must from the above data appear a rational calculation.

It is to be observed, that the calculations are made on the New-York tolls of 1830, whereas they might have been made on those of 1831, which bid fair, as I have stated, to be 25 per cent. at least higher.

But as some readers may suppose me too sanguine, I will present the subject in another point of view, to which no possible objection or cavil can be made.

I will assume the tolls on all the productions of agriculture and on merchandise, to be, exclusive of the expense of collection, only, - - - - - - -	$ 1,000,000
On coal, - - - - - - - - - -	200,000
On iron, - - - - - - - - - -	100,000
	$ 1,300,000
Interest, repairs, and contingencies ,as before, - - - - - - - - - -	1,175,000
Surplus, - - - - - - - -	$ 125,000

Even on this reduced scale of income, the expenditure, immense as it has been, must be regarded, on mere calculations of profit and loss, as perfectly prudent and justifiable.

HAMILTON.

Philadelphia, June 4th, 1831.

No. X.

So far I have considered the subject of our internal improvements merely on the narrow, huckstering scale of a profitable investment of capital—under such a view as would be taken by a broker. But we must go far beyond such views, and open wide our eyes to the effects on the state, in order to appreciate this grand scheme in all its magnificence. Under this view every person who has at heart the honour of Pennsylvania must feel proud, that she rises to a height which has never been equalled in any part of the world, as no nation, ancient or modern, has ever expended so much money, on such vast useful improvements *in the same space of time.*

Disbursements for internal improvements by the state of Pennsylvania and its citizens in about 11 years, commencing with 1822, and to close with 1832, inclusive:—

Grand Pennsylvania Canals,			$15,500,000
Chesapeake and Delaware,		$2,201,284	
Deduct—Delaware subscription,	$25,000		
Maryland,	50,000		
United States,	450,000		
		525,000	
			1,676,284
			17,176,284
Union Canal, above,			2,000,000
Schuylkill Navigation,			2,385,164
Lehigh Navigation,			2,158,000
Conestogo and Lackawanna canals, about*			300,000
Germantown and Norristown rail road,*			500,000
West Chester rail road,*			200,000
Rail road from Pottsville to Sunbury,*			750,000
Various rail roads in Schuylkill county,*			250,000
Total expended, and to be expended within eleven years,			$25,719,448

Of which above 10,500,000 dollars are the contributions of private individuals.

Am I not, then, warranted in asserting that in no age or country has an equal sum been expended for objects of such paramount utility in the same space of time,—and this by a single member of a confederacy composed of twenty-four states, of which member the population, for a part of the time, did not much exceed a million of souls, and all done without the imposition of any taxes, until near the completion of the whole?

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* Estimate probably within the ultimate cost.

I now proceed to sum up a few of the most prominent advantages of the magnificent system so liberally prosecuted by the state of Pennsylvania.

1. The first point of view in which the subject is to be considered, is, that by the time we shall have closed the improvements now under contract, we shall have expended, among our own citizens, above 15,000,000 dollars in about six years, whereby we shall have incalculably added to their comfort, their happiness, and their independence, and enabled hundreds, perhaps I might say thousands, of them, to relieve themselves from the pressure of debts that threatened them with ruin.

2. But this object, important as it is, being temporary, fades into insignificance, when compared with the permanent enhancement of the value of the lands of the state, of which no small part are raised in price from 50 to 500 per cent.* On this point I shall refer

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* It has been estimated that the enhancement of the value of the lands in Schuylkill county and its neighbourhood alone, is equal to the entire cost of the state improvements.

the reader to the following extract from Mr. Clarke's report, from the assumed result of which, if we deduct 40, 50, 60, or even 70 per cent., enough will remain to place our system on high ground, and to rescue its supporters from censure.

"Let us suppose five concentric circles, the inner-
"most of which to pass round Pittsburg at 30 miles
"distant, and having the lands within it raised in
"value only $ 2 50 per acre, and each succeeding cir-
"cle at the same distance from the one within it, hav-
"ing a less increase on the value of its lands by 50
"cents per acre, which would have the outermost
"circle within the supposed influence of the canal
"only benefited at the rate of 50 cents per acre. The
"calculation would then stand thus:—

Circles.	*Square miles.*	*No. of Acres.*	*Increased Value per acre.*	*Dollars.*
1	21,721½	13,901,760	at $ 0 50	6,950,880
2	18,894½	12,092,480	1 00	12,092,480
3	16,067½	10,283,200	1 50	15,424,800
4	13,240½	8,473,920	2 00	16,947,840
5	10,413½	6,664,640	2 50	16,661,600
Total,	80,337½	51,416,000		68,077,600

"But when to this is added the transportation of
"lime, stone, gypsum, and manures, to those places
"which need them—the building timber, fencing, and
"fuel, which can be supplied both cheap and abun-
"dant, to the counties east of the Susquehanna—
"the trade, activity, wealth, growth, and prosperity
"of our towns and cities, and above all, the increased
"population, strength, and respectability of our free
"and happy commonwealth, which must follow the
"completion of this magnificent work; *it can be no*

"*exaggeration to place the benefits resulting to the state,*
"*at the round sum of* 100,000,000 *dollars.*"

3. It elevates the character and permanently improves the situation of thousands of our citizens, whose energies have been prostrated by the impossibility of sending any of their perishable productions to market, and by the enormous expense attending the transportation of what they did send. There was a time, some years since, when the wagoner had for the wagonage one half of the proceeds of the flour sent to the Philadelphia market from the interior of the state.*

4. The increased value of the agricultural productions sent from various parts of the state to this market, and the reduced price of the freight on them, and on the merchandise sent into the interior, would alone, independent of

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* I venture to assume, that the quantity of produce brought to our market from all the various quarters with which our canals will open a communication, will soon amount to 300,000 tons annually—that the merchandise we forward in return, will amount to 100,000 tons. Thus, that if the freight is reduced only 25 cents per 100 pounds, it will make a saving in those two items of a sum nearly treble the interest on our entire canal debt. Further—suppose that the produce received from a distance, amounts to 3,000,000 dollars per annum, and that the producer receives 10 per cent. more, besides freight and tolls, than he would sell for at home, it makes a saving of 300,000 dollars. But the subject is inexhaustible, and may fairly be left to the reflection of the reader. Should doubts be entertained of the estimate of the weight of the articles brought to our market, say 300,000 tons, and 100,000 tons for the merchandise forwarded into the interior; they will be removed when it is considered, that the descending tonnage of the Schuylkill last year, was 136,531 tons, and the ascending tonnage 44,254 tons, for 108 miles—total, 180,785—surely, then, 400,000 tons for 632 miles, are a very moderate estimate.

every other advantage, compensate for the whole expense of the system.

5. To crown the whole, there is reason to believe, that in ten or fifteen years, the surplus revenues arising from our canals and rail roads, will have paid off the entire debt contracted for them, and will, moreover, afford a fund for the support of government, and ample provision for public schools. "A consummation devoutly to be wished"—and confidently to be expected.

HAMILTON.

Philadelphia, June 6th, 1831.

No. XI.

There are two important points on which I wish to offer a few remarks—one, the repeated applications of the citizens of Baltimore to our legislature for authority to continue the rail road from the boundary line of their state to the Susquehanna—and the other, the continuing of the canal from Williamsport to Bald Eagle creek—from Wilkesbarre to the New-York state line—and the Beaver, Shenango, and French creek routes—all of which have been surveyed and embraced in the plans of internal improvement submitted to the legislature.

The rejection of the applications from Baltimore, has at the first blush a strong appearance of illiberality towards a sister state, and of injustice to a portion of our own state, which is as much interested in the question as Baltimore. But the illiberality and injustice vanish, on a calm consideration of the subject. A compliance would be a sacrifice of the chief advantages, to which our enormous expenditures entitle us. This result is placed in so clear a point of view by the citizens of Baltimore themselves, in a statement, the candour of which is as remarkable as it is rare, that it is sufficient for my purpose to give, without comment, their arguments, from a report drawn by a respectable committee of their citizens.

"That the period for systematic and powerful exertion on the part of Baltimore has at length arrived, "is no longer doubted. The great plans which are "going on and in a great measure matured in New-"York, and those which are projected and will be "completed in Pennsylvania, show a determination "on the part of the rival cities, to push as far as un-"limited capital, seconded by liberal views and great "enterprise can, a competition, which can only become "dangerous, if we permit their schemes to be matur-"ed, and the current of trade to take a settled direc-"tion in the channels provided for it by our rivals; "for commerce, like water, will seek its level, depend-"ing on natural or artificial causes: and if we once "permit it to be diverted from its natural channel, it "will be found most difficult to bring it back. *If on* "*the other hand we enter early into the field of competi-*"*tion, and improve* our *natural advantages*, WE MAKE "THE EFFORTS OF OUR RIVALS TRIBUTARY TO OUR "VIEWS, AND THEY CANNOT MAKE A FOOT OF CANAL "OR RAILWAY, ERECT A BRIDGE, OR PAVE A TURNPIKE "ROAD, WHICH DOES NOT NECESSARILY LEAD THE TRADE

"OR COMMERCE EMBARKED UPON IT DIRECTLY TO OUR "OWN DOOR. We have nothing, in fact, to do, but to "take up the work where they leave it, and *to finish, at "a trifling expense, a great line of internal communica-"tion, which the exertions of our spirited and enterpris-"ing neighbours have conducted within our reach!!*

"*Baltimore must and will be the great central city of "the Union—no rivalry can impede her progress—no "competition disappoint her destined elevation, if her "citizens are but true to themselves, and unite, with their "characteristic enterprise, to improve the advantages "and cultivate the resources, which Providence has "placed at their disposal!*"

The question might be submitted to half a dozen candid Baltimoreans and an equal number of candid inhabitants of York county, whether it would not be an act of *felo de se*, if we were to allow our Baltimore friends to render "*every foot of canal, every foot of rail road, every bridge we construct,*" subservient to their prosperity, and tending to render Baltimore "*the great central city of the Union;*" to make "*our efforts and our sacrifices tributary to their views,*"—to allow them "*by a trifling expense to lead the trade of a great line of communication to their doors,*" a line of communication for which we have paid so heavily, and without their contributing one dollar towards defraying that expense?

With respect to the extension of our improvements, above alluded to, there can be no doubt of their value and importance—particularly the one last enumerated. But the magnitude of our debt forbids an increase without the most obvious and imperious necessity, and such necessity cannot be said to exist at present. As soon, however, as it is ascertained that the revenue of our canals and rail roads, is sufficient for the discharge of the interest after the payment of the expense of collection and repairs, and besides, leaves a surplus towards a sinking fund which cannot fail to take place in three or four years, we may then, but not till then, venture to encounter new loans.

I conclude these papers with an extract from the address of the Canal Convention, dated August 22d, 1825, which presents a strong but correct view of the then glorious prospects, which are so soon to be happily realized.

"In reflecting on this grand subject, it ought to be "borne in mind that it is a work not merely for the "present generation, but for remote posterity; that "the canal will offer a direct communication with the "whole of the countries watered by the magnificent "lakes and waters of the west; that there is at present "a steam-boat and keel-boat navigation in that sec"tion of the United States, of 20,000 miles; that its "population more than doubles every ten years; for "in 1820 it was 2,223,535 souls, whereas, in 1810, it "was only 1,022,604; that it scarcely contains less "than 3,200,000 at present, and will probably contain "above 4,000,000 in 1830; that a large portion of it "nearly trebles its numbers in ten years; for the po"pulation of Alabama, Mississippi, Louisiana, Ten"nessee, Ohio, Indiana, Illinois, Missouri, Michigan "and Arkansas, in 1810, was only 616,093, whereas "in 1820, it was 1,669,336!!* that the steam-boats, "which will transport the produce of a large portion "of those countries to Pittsburg, stem the current of "the rivers at the rate of 150 miles per day; and that "such are the advantages of this important section of "our country, such the fertility of its soil, and such "the increase of its population, that at no distant day "it cannot fail to afford full employment for the New"York, the Pennsylvania, and the Potomac and Ohio "canals. The mind can hardly grasp the extent of "the advantages which thus court our acceptance, "and the splendor of the prospects which open to our "view." HAMILTON.

Philad. June 10*th*, 1831.

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[*] The number by the recent census is 3,409,506 souls; a multiplication above seven fold in twenty years, and more than double in ten years, a circumstance unparalleled, on such a large scale, in the history of the human race.